

# LIGHT RAIL AT INTERSECTIONS

## » LIGHT RAIL IS COMING TO AUSTIN

Project Connect includes plans for two all-new light rail lines, the Orange Line and the Blue Line. A third, the Gold Line, is proposed as MetroRapid bus service that is planned to be converted to light rail. Once all three lines are complete, light rail will cover over 30 total miles throughout Austin – and cross a number of intersections.

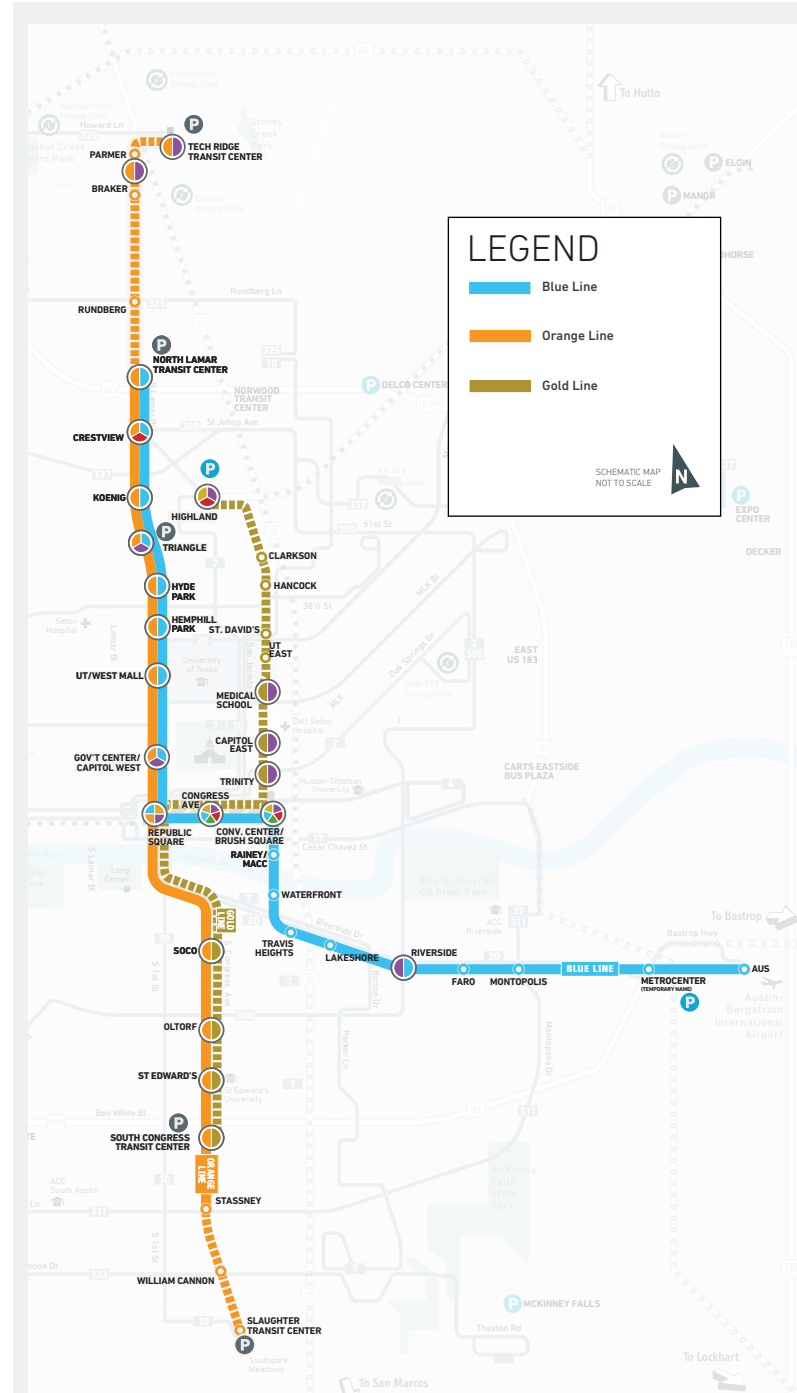
The project team is currently evaluating ways to incorporate light rail into existing intersections so that everyone can travel conveniently and safely – including transit riders, drivers, cyclists and pedestrians.

## » LIGHT RAIL ELEVATION

Light rail could be built at street level, elevated or underground. Light rail that is separated from traffic is more reliable and faster, while light rail at street level is more visible to transit riders and may be easier to navigate for that reason. However, transit at street level can also create conflicts with other traffic at intersections. Where needed, elevated and underground lines separate light rail from other traffic to help avoid conflicts.



Example of a potential street level light rail platform



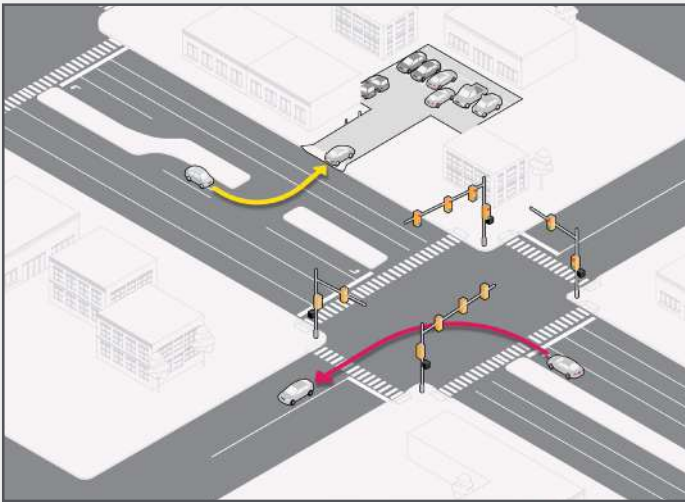
Proposed alignment for the **PROJECT CONNECT ORANGE, BLUE, AND GOLD LINES**

Oct 2021  
Station location and names subject to change.

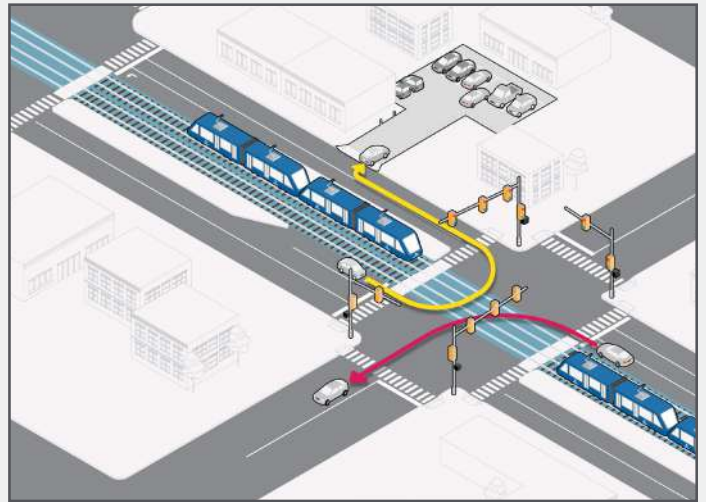
## »» HOW INTERSECTIONS WITH LIGHT RAIL WORK

Light rail limits left-turn movements at intersections, so intersections must be updated to accommodate light rail and other travelers along the roadway. For example, if a station is positioned in between a traffic lane and a destination, drivers would make a U-turn at the traffic signal rather than turning left directly into the destination. Signal timing would also be adjusted to ensure that rail riders, drivers, cyclists and pedestrians can all safely move around the area.

EXISTING



WITH LIGHT RAIL



## »» REDUCING IMPACTS

Strategies to help reduce light rail transit impacts at intersections could include:



### SIGNAL TIMING AT INTERSECTIONS

Based on demand and time of day, “smart” traffic signals would manage how long the light stays green for vehicles and light rail.



### PROTECTING TURNING MOVEMENTS

Protected left turns could help reduce potential conflicts between light rail and vehicular traffic.



### SEPARATING LIGHT RAIL AT STREET LEVEL

Installing a buffer between light rail and traditional traffic lanes could increase safety and provide protection for all users.



### COORDINATION WITH BUSINESSES AND PROPERTY OWNERS

Working with potentially impacted property owners and businesses can help resolve specific access concerns.

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